

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY	USSR (Baltic)	REPORT	
SUBJECT	Port of Leningrad	DATE DISTR.	13 January 1955
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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. At 0230 on 14 May 1954, [] ship passed Hogland on the way to Leningrad. A small naval vessel, apparently a guard boat, lay close to the shore with burning position lights. The German Notices to Mariners (Nachrichten fuer Seefahrer) announced that the swept channel between Hogland and Leningrad Lightship was marked; actually, however, there was only one lighted buoy in position I east of Lavansaari, and no other seamarks were seen on the prescribed swept channel between Hogland and Leningrad.
2. Two guard boats, [] were sighted near the buoy in position I. The two boats were of the same type; both were painted light gray, and carried two guns with rounded shields, one each mounted forward and aft. A submarine which appeared to be outside the swept channel was sighted on an easterly course. It seemed to be engaged in diving exercises. The conning tower had a step-like construction forward and aft.
3. A battleship with the forward smokestack raked and the aft stack vertical was riding at anchor in the Kronshtadt roads. Four destroyers were moored in Kronshtadt harbor. The two larger ones had two smokestacks without smoke hoods. The forward stack was thicker than the after stack. The two vessels had a long foredeck with a bridge structure. Four guns, two forward and two aft in superimposed positions, were seen on the vessels. Two four-masted barques were also seen in Kronshtadt harbor. They had a good coat of paint, but no sails bent. Crew members were seen on deck.
4. Midway between Kronshtadt and Leningrad, [] ship stopped to take on an official of the medical police (sic), who checked the ship's papers, including the deratization certificate. After this official had left, the ship proceeded to Leningrad and berthed in the Neva Canal, where a port clearance group of two officers, a woman doctor, and ten men came aboard. During clearance procedures, which took about two hours, the crew had to stay in the mess room, while the engineer remained in the engine room. Personal documents of the crew were carefully examined, and the photographs

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in the discharge books were checked with their holders. Tobacco and alcohol were not sealed, but pyrotechnical supplies, cameras, and binoculars were locked up. Foreign money had to be deposited with the shipmaster. The doctor inspected the provisions room and gave orders that no garbage be thrown over the side while the ship was in harbor. The officials wore gray-green uniforms. The woman doctor wore a uniform-like jacket with epaulets. The agent of Inflat acted as interpreter, although almost all officials spoke German or English. They were very polite and, after the clearing operation was finished, accepted an offered drink. Crew members were permitted to go ashore until midnight. Shore leave tickets were checked by the gangway sentry and again at the harbor entrance gate. A free bus ran at regular intervals between the harbor and the town. The Soviets were pleased by visits to the International Club, but exerted no pressure on anyone, and crew members could move freely in the city.

5. [redacted] ship took on a load of plywood at the Neva Canal berth. Work in the shipyard was done in three shifts, seven days a week. There was a shipyard on the opposite bank of the river at which two freighters and a submarine were berthed. Two floating docks were moored at the shipyard, the larger one having an estimated lifting power of about 6,000 tons. The second floating dock allegedly had concrete walls.
6. The ship departure inspection on 17 May was carried out in practically the same manner as the ship-entry inspection. The pilot came aboard after the commission left the ship and was dropped off at Leningrad Lightship.

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